UW ARCHITECTURAL COMMISSION

Minutes of Meeting
December 15, 2014
University of Washington Tower
Boardroom, 22nd floor

Architectural Commission

Present			
☑	John Schaufelberger, Chair	Dean, College of Built Environments	Voting
☑	Richard Christie, Vice Chair	Associate Professor, Electrical Engineering, College of Engineering	Voting
☐	Linda Jewell	Partner, Freeman & Jewell; Professor, Landscape Architecture, UC Berkeley	Voting
☑	Andrea Leers	Principal, Leers Weinzapfel Associates	Voting
☑	Cathy Simon	Design Principal, Perkins+Will	Voting
☑	John Syvertsen	Senior Principal, Cannon Design	Voting
☑	Tanya Trongtham	Student Representative, College of Built Environments	Voting
☑	Rebecca Barnes	University Architect, Office of Planning & Budgeting	Ex Officio
☑	Richard Chapman	Associate Vice President, Capital Projects Office	Ex Officio
☐	Charles Kennedy	Associate Vice President, Facilities Services	Ex Officio
☑	Kristine Kenney	University Landscape Architect, Office of Planning & Budgeting	Ex Officio
☑	John Seidelmann	Director, Capital Planning, Office of Planning & Budgeting	Ex Officio
☐	V'Ella Warren	Senior Vice President; Treasurer, Board of Regents	Ex Officio

Chair of the Architectural Commission and Dean of the College of Built Environments, John Schaufelberger, called the meeting to order at 8:30 a.m. The Commissioners and Committee members unanimously approved the meeting agenda, the minutes of the September 29 Joint meeting with the Landscape Advisory Committee, and the November 6, 2014 Joint UWAC/ULAC special session, as submitted. Dean Schaufelberger thanked Cathy Simon and John Syvertsen, recently reappointed to 4-year terms on the Commission, for their continued commitment, and Richard Chapman, who recently announced his imminent retirement from the University, for his many years of service to the Commission.

UW Medical Center Main Entry Project
Requested Action: Predesign Approval
Steve Tatge, Director, Major Projects, CPO
Ross Pouley, Project Manager, CPO
Mark Reddington, LMN Architects
Barbara Swift, Swift Company

Overview:

The UWMC seeks to upgrade and modernize its main entrance on Pacific Street to create a more welcoming and accessible environment for patients and their families, and to better reflect its status as one of the nation's premiere academic medical centers. Goals for the project include improved visibility from Pacific Street, a lighter, more contemporary look and feel that will complement the new inpatient bed tower, improved pedestrian and vehicular traffic flow and creation of a sense of arrival.

The architect has been working with the UWMC and campus stakeholders to develop an overall plan and a conceptual design for the Pacific Street entrance. This effort will be informed by and in context with the other developments in the Montlake vicinity, including the Sound Transit station, the renovated Husky Stadium, the SR 520 project, and the Montlake Triangle and Rainier Vista project that is currently under construction. It was originally anticipated that the UWMC Main Entrance Upgrade would be accomplished in phases, as funding allowed, however it is now anticipated that the upgrade will be implemented in a single phase.

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- Estimated Project Budget: $22,300,000
- Design Phase January 2015 –October 2015
- Construction schedule November 2015 – March 2017

This project presents an opportunity to coordinate the design of the new entry with major adjacent projects and to implement two critical components that interface with the UWMC Montlake Tower Phase II project that is currently under construction, namely the repair of the existing weather protection membrane that is failing, and the expansion of the Emergency Department on Level 2 beneath the proposed New Entry Lobby and Drive. Major challenges will be to achieve a rapid design and permitting schedule to meet the target interface dates with the Montlake Tower Phase II construction, within the desired total project budget and to phase construction in a manner that maintains acceptable access to UWMC.

In September 2011, the Commission interviewed shortlisted firms and recommended LMN Architects. Following the June 2012 Architectural Commission presentation and completion of an initial Predesign Analysis, the project was suspended by UWMC until March of 2014. When the project was restarted, LMN was re-engaged to validate the overall programmatic objectives and assess the feasibility and impacts of two new program elements: the repair of the existing weather protection membrane beneath the existing entry plaza and adding new space for an Emergency Department Expansion on Level 2 beneath the proposed New Entry Lobby and Drive configuration.

Comments:

- Extending the canopy over the drive would create a greater sense of arrival and place and serve to indicate the need to turn into the drive from further up Pacific St.
- Location of, and cues to, parking lanes, driving lanes including the ramp entering from Pacific, valet, and patient pick-up/drop off should be carefully considered and refined and could include differences in paving pattern, texture, or color, alternatives to bollards, and signage.
- The canopy needs a thoughtful lighting scheme which should be visible, warm, and welcoming, and should include human-scale detail.
- The retaining wall along the drive presents an opportunity to create a sense of identity and a connection to the University, and may represent a fundraising opportunity; if reshaped and reworked to cross the entry to the drive, it would create a sense of gateway and arrival.

Action:

A motion was tendered and seconded to approve predesign; the motion passed unanimously.

UW Tacoma Urban Solutions Center
Requested Action: Schematic Design Approval
Steve Tatge, Director, Major Projects, CPO
Jeannie Natta, Project Manager, CPO
Harlan Patterson, Vice Chancellor for Finance & Administration, UW Tacoma
Ruth Baleiko, Miller Hull Partnership

Overview:

The UW Tacoma Urban Solutions Center project is a renovation of the Tacoma Paper & Stationery Building, located between the existing UWT Science and Dougan Buildings. The 43,600 square foot building has a daylight basement plus three floors, each at approximately 100'x100'. The building has a post and beam wood frame structure with a pressed masonry façade. Built in 1904, this historic building is the last remaining undeveloped warehouse building located along the newly redeveloped Prairie Line Trail. The project is intended to be completed in two phases: (1) a 'warm shell' and core renovation; and (2) a full build-out of the interior space to support programmatic growth and allow full occupancy and utilization.

This project will concentrate on building core and shell improvements to secure the building structure and enclosure, and improve core infrastructure to provide the most flexible interior space possible. On the exterior east and west walls the window systems will be replaced and the masonry will be stripped of lead containing paint and repainted. The store fronts on the Jefferson street side will be replaced and large doors will open onto the Prairie Line Trail helping to connect interior and exterior. The south wall masonry was built for interior use only and is deteriorating due to many years of exposure to the elements. A new cladding will be installed on the south wall to preserve the structural integrity, and provide a framework for the addition of exterior insulation. The loading dock area will serve as a path between Jefferson Street and the Prairie Line Trail as well as a connection between the USC and the Science Building.

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On the interior face of the exterior east and west walls, there will be insulated furring partitions with gypsum wall board that will help to bring the building up to current Energy Code standards. At the north wall, the interior masonry will require penetrations to utilize the existing Dougan Building elevator. At the interior cores, two egress stairs connecting ground, first, second, and third levels will be provided, and one of the stairs will exit through the south wall creating a connection to the Science Building. The second egress stair at the north will connect all floors and provide access to the roof level. A connecting stair will link the 1st floor Jefferson Street level with the Ground floor Prairie Line Trail level.

In addition to structural and architectural improvements to enable future program activities, this project will require replacing and improving existing mechanical and electrical systems, as well as code-required upgrades to fire protection, seismic, life-safety, egress and access.

The project will use the General Contractor/Construction Manager (GC/CM) alternative public works procurement method. Mortenson Construction of Seattle has been selected as the GC/CM. Miller Hull Partnership, LLP, located in Seattle, was the design firm for the predesign phase and will continue on through the design and construction phases for both the core and shell and full build out phases.

The Legislature appropriated $1,900,000 for predesign and design in the 2013-15 biennium budget. The University has requested state funding for construction of the shell and core in the 2015-2017 biennium budget. The build-out of the shell space is currently unscheduled and unfunded. The predesign study concluded with a budget of $19,941,000 including predesign study costs.

PROJECT SCHEDULE:

Predesign	March 2014	September 2014
Design	October 2014	May 2015
Construction – Warm Shell	August 2015	September 2016
Commissioning	September 2016	October 2016
Closeout	November 2016	May 2017
Phase II Tenant Improvements	Estimated October 2017	Estimated August 2018

PROJECT BUDGET:

Consultant Services	$3,012,000
Construction Contracts	$15,113,000
Equipment	$0
Art Work	$52,500
Other Costs	$542,500
Project Management	$1,221,000
Total Estimated Project Costs	$19,941,000

Design-related issues include maximizing value, flexibility, and assignable space, creating a vibrant connection to campus and community, including a strong connection between inside and outside and welcoming front door experiences at Jefferson Ave and the Prairie Line Trail, developing an appropriate expression for new glazing and exterior cladding systems, and representing the goals of UW Tacoma as an urban campus inextricably linked to local institutions and the community. Informed decisions must be made about systems and structure based on research into life cycle costs, operations and maintenance issues, and sustainability goals

Comments:

- Terracotta, used in sizes and patterns which do not try to reproduce red brick, may be preferable to metal cladding on the south wall. Consider piercing through the south wall to bring more light into the interior.
- Retain the character of the original wooden curtain wall in order to place the building firmly in its historic period.
- High performance materials should be used to create the most sustainable envelope possible.
- Consider retaining the outside stairway crossing the southern bay on the Prairie Line Trail side, echoing the interior design intentions and creating an active circulation feature and a sense of place.
- With careful planning, space for classrooms can be finessed within the 20’ x 20’ building grid with minimal removal of columns.

Action:

A motion was tendered and seconded to approve schematic design; the motion passed unanimously.

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Computer Science and Engineering II
Requested Action: Architect Selection
Steve Tatge, Director, Major Projects, CPO
Curtis Bain, Project Manager, CPO
Hank Levy, Chair, Ed Lazowska, Bill & Melinda Gates Chair, Paul Beame, Professor, Computer Science and Engineering

Overview:

The College of Engineering's Computer Science & Engineering program proposes a new facility to support the growth and expansion of research and education. The proposed site is directly opposite the Paul G. Allen Center, east of Steven's Way, between More Hall and Mechanical Engineering. The initial program calls for 130,000gsf and includes research labs, a machine room, a lecture hall, classrooms and associated offices and support spaces. The new facility will promote interdisciplinary research and collaboration with an emphasis on undergraduate academics. The project site will address significant campus circulation corridors for vehicles, pedestrians and bicyclists. LMN Architects completed a Feasibility Study and Site Selection and presented to the Commission, September 29, 2014.

An RFP issued by the Capital Projects Office in October 2014 returned nine proposals. Due to very close scoring, the shortlisting committee advanced four firms to be interviewed by the Commission: Boora Architects, Integrus Architects with Diamond Schmitt Architects, LMN Architects, and Miller Hull Partnership.

Total Project Budget:

2015-2017 Biennium Funding Request	$104.6M

Schedule:

Architect Selection	December 2014
Predesign	January 2015 – June 2015
Design	June 2015 – December 2016
Construction	December 2016 – September 2018
Occupancy	October 2018 – November 2018

Action:

The Commission's recommended first and second ranked firms will be forwarded to the Board of Regents for approval, at which time the information will become public.

The meeting was adjourned at 5:00 pm.

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